

Coast Guard, DHS

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(b) *Regulations.*

(1) All designated anchorages are intended for the primary use of deep-draft vessels over 200 feet in length.

(2) If a vessel under 200 feet in length is anchored in a designated anchorage, the master or person in charge of the vessel shall:

(i) Ensure that the vessel is anchored so as to minimize conflict with large, deep-draft vessels utilizing or seeking to utilize the anchorage; and

(ii) Move the vessel out of the area if requested by the master of a large, deep-draft vessel seeking to enter or depart the area or if directed by the Captain of the Port.

(3) Vessels desiring to anchor in designated anchorages shall contact the pilot office that manages that anchorage to request an appropriate position to anchor. Columbia River Bar Pilots manage Astoria North Anchorage and Astoria South Anchorage. Columbia River Pilots manage all designated anchorages upriver from Astoria.

(4) No vessel may occupy a designated anchorage for more than 30 consecutive days without permission from the Captain of the Port.

(5) No vessel being laid-up or dismantled or undergoing major alterations or repairs may occupy a designated anchorage without permission from the Captain of the Port.

(6) No vessel carrying a Cargo of Particular Hazard listed in §126.10 of this chapter may occupy a designated anchorage without permission from the Captain of the Port.

(7) No vessel in a condition such that it is likely to sink or otherwise become a hazard to the operation of other vessels shall occupy a designated anchorage except in an emergency and then only for such periods as may be authorized by the Captain of the Port.

(8) Vessels anchoring in Astoria North Anchorage should avoid placing their anchor in the charted cable area.

[USCG–2008–1232, 74 FR 51781, Oct. 8, 2009, as amended by USCG–2010–0351, 75 FR 36282, June 25, 2010; USCG–2011–0348, 77 FR 50916, Aug. 23, 2012]

§ 110.230 Anchorages, Captain of the Port Puget Sound Zone, WA.

(a) *Anchorage grounds.* All coordinates are expressed in North American Datum 1983.

(1) *Freshwater Bay Emergency Anchorage.* All waters of Freshwater Bay and adjacent waters shoreward of a line beginning at Observatory Point, latitude 48°09'03" N, longitude 123°38'12" W; thence 000°T to latitude 48°09'36" N, longitude 123°38'12" W; thence 090°T to latitude 48°09'36" N, longitude 123°33'27" W; thence 180°T ending at Angeles Point, latitude 48°09'00" N, longitude 123°33'27" W.

(i) This anchorage may only be assigned to vessels experiencing an emergency that requires anchoring. Vessel emergencies include equipment failures, cargo securing, etc. Vessels requiring a customs inspection will not be allowed to anchor in this area.

(ii) [Reserved]

(2) *Bellingham Bay Anchorages—(i) General Anchorage.* The waters of Bellingham Bay within a circular area with a radius of 2,000 yards, having its center at latitude 48°44'14.39", longitude 122°32'26.62".

(ii) *Explosives Anchorage.* The waters of Bellingham Bay within a circular area with a radius of 1,000 yards, having its center at latitude 48°42'47.39", longitude 122°33'41.62".

(3) *Port Townsend Anchorages.* (i) *Fair weather explosives anchorage area.* A circular area having a radius of 300 yards, whose center is at latitude 48°06'25.30", longitude 122°43'50.60".

(ii) *Foul weather explosives anchorage area.* A circular area having a radius of 300 yards, whose center is at latitude 48°04'4.33", longitude 122°44'56.60".

(4) *Holmes Harbor General Anchorage.* All waters of Holmes Harbor lying south of a line between latitude 48°05'50" N, longitude 122°31'24" W; thence 311°T to latitude 48°07'03" N, longitude 122°33'31" W.

(5) *Port Gardner General Anchorage.* All waters in a quadrilateral area bounded as follows: Beginning at latitude 47°58'57" N, longitude 122°14'05" W; thence 302°T to latitude 47°59'21.5" N, longitude 122°15'02" W; thence 229°T to latitude 47°58'57" N, longitude 122°15'44" W; thence 122°T to latitude 47°58'32.5" N,

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longitude 122°14'47" W; thence 048°T to point of origin.

(6) *Thorndike Bay Emergency Explosives Anchorage*. All waters in a quadrilateral area bounded as follows: Beginning at latitude 47°47'59" N, longitude 122°43'30" W; thence 270°T to latitude 47°47'59" N, longitude 122°44'30" W; thence 180°T to latitude 47°47'30" N, longitude 122°44'30" W; thence 090°T to latitude 47°47'30" N, longitude 122°43'30" W, thence 000°T to point of origin.

(7) *Elliott Bay Anchorages*—(i) *Smith Cove West General Anchorage*. All waters inside the area beginning at latitude 47°38'20.44" N, longitude 122°24'48.56" W; thence 207°T to latitude 47°37'51.6" N, longitude 122°25'10.5" W; thence 124°T to latitude 47°36'56.2" N, longitude 122°23'07" W; thence 000°T to latitude 47°37'59.5" N, longitude 122°23'07" W; thence northwest along the shoreline to the point of origin.

(ii) *Smith Cove East General Anchorage*. All waters inside the area beginning at latitude 47°37'36.2" N, longitude 122°22'43" W; thence 180°T to latitude 47°36'56.2" N, longitude 122°22'43" W; thence 090°T to latitude 47°36'56.2" N, longitude 122°21'22.5" W, thence northwest along the shoreline to the point of origin.

(iii) *Elliott Bay East General Anchorage*. All waters inside the area beginning at latitude 47°35'25.8" N, longitude 122°20'45.5" W; thence 000°T to latitude 47°35'55.85" N, longitude 122°20'45.5" W; thence 270°T to latitude 47°35'55.85" N, longitude 122°21'30" W; thence 180°T to latitude 47°35'19.2" N, longitude 122°21'30" W; thence east along the shoreline to the point of origin.

(iv) *Elliott Bay West General Anchorage*. All waters inside the area beginning at latitude 47°35'30" N, longitude 122°21'41" W, thence 000°T to latitude 47°35'45.5" N, longitude 122°21'41" W; thence 336°T to latitude 47°35'55.85" N, longitude 122°21'48.5" W; thence 270°T to latitude 47°35'55.85" N, longitude 122°23'16.46" W, thence 180°T to Duwamish Head thence southeast following the shoreline to latitude 47°35'30" N, longitude 122°22'54.5" W; thence 090°T to the point of origin.

(8) *Yukon Harbor General Anchorage*. All waters inside the area beginning at latitude 47°33'54.66" N, longitude 122°31'54.68" W; thence 106°T to latitude

47°33'23" N, longitude 122°29'05" W; thence 180°T to latitude 47°32'39.5" N, longitude 122°29'05" W; thence south along the eastern shoreline of Blake Island to latitude 47°31'48" N, longitude 122°29'21" W; thence 250°T to latitude 47°31'20.5" N, longitude 122°31'10" W; thence west and north along the Kitsap Peninsula shoreline to the point of origin.

(9) *Cherry Point General Anchorage*. The waters within a circular area with a radius of 1600 yards, having its center at latitude 48°48'29.39" N, longitude 122°46'04.66" W.

(10) *Anacortes General Anchorages*. (i) *Anacortes East (ANE) Anchorage*. The waters within a circular area with a radius of 600 yards, having its center at 48°31'27" N., 122°33'45" W.

(ii) *Anacortes Center (ANC) Anchorage*. The waters within a circular area with a radius of 600 yards, having its center at 48°30'54" N, 122°34'06" W.

(iii) *Anacortes West (ANW) Anchorage*. The waters within a circular area with a radius of 600 yards, having its center at 48°31'09" N, 122°34'55" W.

(11) *Cap Sante Tug and Barge General Anchorage*. The Cap Sante Tug and Barge General Anchorage includes all waters enclosed by a line connecting the following points: 48°31'16" N, 122°36'00" W, which is approximately the northeast tip of Cap Sante; then southeast to 48°30'53" N, 122°35'28" W; then west southwest to 48°30'45" N, 122°35'52" W, approximately the south tip of Cap Sante; then north along the shoreline to the point of origin.

(12) *Hat Island Tug and Barge General Anchorage*. The Hat Island Tug and Barge General Anchorage includes all waters enclosed by a line connecting the following points: 48°31'19" N, 122°33'04" W, near the west side of Hat Island; then southwest to 48°30'37" N, 122°33'38" W; then east to 48°30'37" N, 122°32'00" W; then northwest to the point of origin.

(13) *Commencement Bay General Anchorage*. A quadrilateral area bounded as follows: Beginning at latitude 47°17'36.36" N, longitude 122°26'04.45" W; thence due south to latitude 47°17'18.36" N, longitude 122°26'04.45" W; thence due east to latitude 47°17'18.36" N, longitude 122°25'04.45" W; thence due north to latitude 47°17'32.36" N, longitude

122°25'04.45" W; thence west northwest to the point of origin.

(14) *Non-anchorage area Port Angeles Harbor.* Beginning at a point on the shore at latitude 48°07'03.83" N, longitude 123°24'20.67" W; thence to latitude 48°07'38.43" N, longitude 123°24'04.67" W; thence to latitude 48°07'36.03" N, longitude 123°23'50.67" W; thence to a point on the shoreline at latitude 48°06'56.73" N, longitude 123°24'08.67" W.

(i) No vessel may anchor in this non-anchorage area at any time.

(ii) Dragging, seining, fishing, or other activities which may foul underwater installations within this non-anchorage area are prohibited.

(iii) Vessels may transit this non-anchorage area, but must proceed by the most direct route and without unnecessary delay.

NOTE TO PARAGRAPH (a)(14): The city of Port Angeles will mark this area with signs on the shoreline visible (during normal daylight) 1 mile to seaward reading, "Do not Anchor in This Area."

(b) *The regulations.* (1) No vessel shall anchor in any general anchorage described in paragraph (a) of this section without prior permission from the Captain of the Port (COTP), or his authorized representative. Vessel Traffic Service Puget Sound is designated as the COTP's authorized representative. All vessels should seek permission at least 48 hours prior to arrival at the anchorage area in order to avoid unnecessary delays.

(i) Except for the Anacortes General Anchorages, a berth in a general anchorage, if available, may be assigned to any vessel by the Captain of the Port or his authorized representative upon application and he may grant revocable permits for the continuous use of the same berth. For the Anacortes General Anchorages, the following hierarchy will be applied for assignment of a berth: tankers conducting lightering operations, then loaded tankers, and then all other vessels.

(ii) Tugs and oil barges using the Cap Sante and Hat Island General Anchorages are exempt from the requirement to obtain the COTP's permission.

(2) Except for the Anacortes General Anchorages, no vessel shall occupy any general anchorage for a period longer than 30 days unless a permit is ob-

tained from the Captain of the Port for that purpose. There is a 10 days maximum stay at the Anacortes East and Anacortes Center general anchorages, and 6 day maximum stay at the Anacortes West general anchorage.

(3) The COTP or his authorized representative may require vessels to depart from the Anacortes General Anchorage before the expiration of the authorized or maximum stay. The COTP or his authorized representative will provide at least 24-hour notice to a vessel required to depart the Anacortes General Anchorage.

(4) No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to the navigation or anchorage of other vessels shall occupy any general anchorage except in an emergency and then only for such period as may be permitted by the Captain of the Port.

(5) Within the Anacortes General Anchorages, lightering operations shall only be conducted in the Anacortes West and Anacortes Center anchorages.

(6) Tugs and barges using the Cap Sante and Hat Island Barge General Anchorages are required to ensure their vessels and barges do not project beyond the holding area's boundaries. The tug must be manned, remain in attendance with the barge and maintain a communications guard with VTS on an appropriate VTS VHF radio working frequency, which is currently channel 5A.

(7) No vessel shall anchor in any general anchorage described in paragraph (a) of this section without prior permission from the Captain of the Port, or his authorized representative. No vessel shall occupy any general anchorage for a period longer than 30 days unless a permit is obtained from the Captain of the Port for that purpose. No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to the navigation or anchorage of other vessels shall occupy a general anchorage except in an emergency and then only for such period as may be permitted by the Captain of the Port. A berth in a general anchorage, if available, may be assigned to any vessel by the Captain of the Port upon application and he may

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grant revocable permits for the continuous use of the same berth.

(8) Explosive anchorages are reserved for vessels carrying explosives. All vessels carrying explosives shall be within these areas when anchored.

(9) Whenever any vessel not fitted with mechanical power, anchors in an explosive anchorage, the Captain of the Port may require the attendance of a tug upon such vessel, when, in his judgment, such action is necessary.

(10) Vessels carrying explosives shall comply with the general regulations in paragraph (b)(1) of this section, when applicable.

(11) Every vessel at anchor in an explosives anchorage shall display by day a red flag at least 16 square feet in area at its mast head or at least 10 feet above the upper deck if the vessel has no mast, and by night a red light in the same position specified for the flag. These signals shall be in addition to day signals and lights required to be shown by all vessels when at anchor.

(12) Every vessel constructed of wood shall, unless there are steel bulwarks or metallic cases or cargo on board, be fitted with radar reflector screens of metal of sufficient size to permit target indication on the radar screen of commercial type radars.

(13) Fishing and navigation by pleasure and commercial craft are prohibited within the area at all times when vessels which are anchored in the area for the purpose of loading or unloading explosives display a red flag by day and a red light by night, unless special permission is granted by the Captain of the Port.

(14) No explosives handling in any explosive anchorage will be undertaken by any vessel unless personnel from the Captain of the Port are on board to supervise the handling of explosives.

(15) No vessel shall remain at anchor in any explosive anchorage unless there is on board such vessel a competent watchman or a tug in attendance.

[CGFR 67–46, 32 FR 17728, Dec. 12, 1967]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 110.230, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at www.fdsys.gov.

§ 110.231 Ketchikan Harbor, Alaska, Large Passenger Vessel Anchorage.

(a) *The anchorage grounds.* Ketchikan Harbor, Alaska, Large Passenger Vessel Anchorage. The waters of Ketchikan Harbor, Ketchikan, Alaska, enclosed by the following boundary lines: A line from Thomas Basin Entrance Light “2” to East Channel Lighted Buoy “4A”, to Pennock Island Reef Lighted Buoy “PR”, to Wreck Buoy “WR6”, then following a line bearing 064 degrees true to shore. This anchorage is effective 24 hours per day from 1 May through 30 September, annually.

(b) *The regulations.* (1) When transiting through the anchorage, all vessels using propulsion machinery shall proceed across the anchorage by the most direct route and without unnecessary delay. Sudden course changes within the anchorage are prohibited.

(2) No vessels, other than a large passenger vessel of over 1600 gross tons, (including ferries), may anchor within the anchorage without the express consent of the Captain of the Port, Southeast Alaska.

[CGD17–99–002, 64 FR 29558, June 2, 1999]

§ 110.232 Southeast Alaska.

(a) *The anchorage grounds—*(1) *Hassler Harbor—explosives anchorage.* The waters of Hassler Harbor within a circular area with a radius of 1,500 yards, having its center at latitude 55°12′52″ N., longitude 131°25′52″ W.

(b) *The regulations.* (1) Except in an emergency, only a vessel that is transporting, loading or discharging explosives may anchor, moor, or remain within the Hassler Harbor explosives anchorage.

(2) A master or person in charge of a vessel shall obtain a written permit from the Captain of the Port, Southeast, Alaska, to anchor, moor, or remain within the explosives anchorage. The vessel shall anchor in the position specified by the permit.

(3) The net weight of the explosives laden aboard all vessels anchored, moored, or remaining within the anchorage shall not exceed 800,000 pounds.

(4) The Captain of the Port, Southeast, Alaska, may require a nonself propelled vessel to be attended by a tug